

Presentation to the Chatham Commissioners on September 17, 2007  
Regarding the proposed Port Side Boat & RV Storage Facility

Good evening Commissioners and other ladies and gentlemen. I want to thank you for the opportunity to express my thoughts regarding the proposed zoning issue.

First I want to say that I have full respect for Mr. O'Neal. He is a good developer and has done a great job with Heritage Point, which is across Highway 64, from Deer Run where I live. However, I disagree with him, regarding his request for rezoning of his property, which is adjacent to Deer Run subdivision.

HIGHWAY 64 TRAFFIC AND SAFETY CONCERNS

A. NC DOT Corridor Study.

Reference to Chatham Board of Commissioners Meeting Minutes of 10-16-06

-Have 'discussion' of Phase 2A Corridor Study conducted by NC DOT, which was to identify long-term /short-term strategies for transitioning the corridor from its current state to a freeway and/or expressway.

-Considerable discussion was devoted to the then proposed storage facility on the North side of Hy 64. The minutes at least suggest, that the proposal may not have been approved if it had to have direct access to Hy 64. We need to consider the current importance of the Corridor Study and how it might affect this current proposal.

-Of course direct access to Hy64 is necessary for the currently proposed facility.

B. Assume we accept the proposed traffic Numbers (to and from the proposed facility) as shown in the proposal. The number of trips is shown as 189 per day. This doesn't sound like that much on the surface. However most of these trips will involve one or two u-turns be conducted due to the location of the site. At least half of these will probably involve a towed vehicle. The 189 trips are likely to be during a 12-hour time frame. Then we are looking at 16 trips per hour or one every 3 to 4 minutes. We think this is a significant safety issue, which needs to be averted.

C. The distance from the facility exit to the highway cross over at Horton Rd. is about 1000 feet. This means that as one exits while towing a boat, etc., one will need to cross over two lanes to the turn lane within this distance. This only adds to the hazard as discussed in the point above.

OR 3/4 OF A MILE

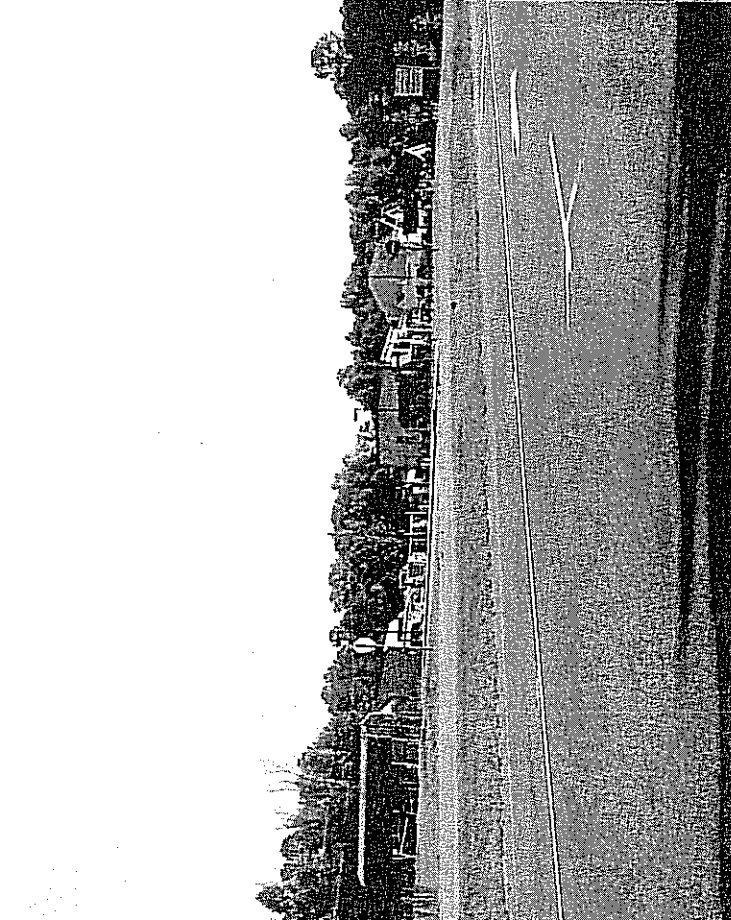
## IMPORTANCE OF ZONING TO THE HOMEOWNERS

### A. Residential vs. Commercial

- Zoning was designed to add buffers and transitions, especially to protect homeowners.
- In this proposal two groups of homeowner are adversely affected. Some 'Deer Run' and 'Heritage Point' owners are very close to the proposed facility. These owners deserve to have a buffer preserved. It seems very unfair for an individual to invest large sums of money in a home and then have an undesirable commercial function be located too near. There must have been discussions before this board as to how to diminish this effect. The proposal discusses the location of the facility and states that it is "across Hwy 64 from The Extra Garage storage facility currently under construction". In fact, it is not across the road from that facility but rather exactly across the road from one of the largest and probably most expensive homes in Heritage Point. This home is on land, which was sold to the owner, by Mr. O'Neal
- The fact is that the whole of the subject parcel on which the facility is proposed is due south of land that is included in Heritage Point property.
- We would submit that the proposed parcel on which rezoning is requested, is not grouped with the other commercial parcels in the area at all, but rather invades upon the residential properties.

### B. Condition of other Commercial facilities in the area

- May not be totally applicable to this discussion but worth mentioning. With regard to zoning; 'once the cat is out of the bag', it's hard to control what happens on these commercial sites.
- An example is the Farrell Facility, which was the first to be built. This place has become an 'eye sore'. I am not sure what, was approved by this board when it was proposed. I wonder if it included all that is now for sale there. Examples. Storage space, boat storage, truck storage, Model home, many types of outdoor tools, prefab car-ports, rental dump trucks tractors, etc.



# RESIDENTIAL REZONING

Monday, September 17, 2007

6:00 PM

District Courtroom, Courthouse Annex

## Impact Issues

- I. Changing the zone from RA-40 to CU-B1
  - a. Zoning was designed to add buffers and transitions – at some point a study was done to provide the transition from commercial to business
  - b. De-value of homes surrounding – with another eye sore stg facility – offering no land improvements or jobs
  - c. Increased likelihood of security problems – unmanned facility, increased traffic, high valued property
  - d. Future expansion plan & impact – once the zoning is changed the zoning will not go back towards residential – the future expansion is stated to be possible in the conditional request
  - e. Not a large income producer for county – while the sites around have increased in property tax – individual homesites would bring additional revenues and community taxes

- II. Well / water consumption to impact the cone depression of local wells and the water table. Both sides of the site have run wells dry – the commercial side paid to run county water – the residential side had to pay to re-dig well because of Deer Run not being in a water district-Mr Geer of the NC department of Water advises with the drought normal water levels that would have been at 40 or 50 feet are more likely to be at 100 ft – add another well or two with much volume and the swallow wells around 150 ft are in danger
- III. Impact the run-off will have on groundwater table – wash bays and an unmanned site – soaps, grease, salts all to be used – Per Jim Geer at the NC Department of Water Quality advises a NPDES permit is needed of discharge...almost always require runoff to go into a septic tank or sewer system
- IV. How do they propose to manage the run-off are there environmental concerns?
- V. Without proper sewer and given the size of the complex – human waste is likely to occur
- VI. Address the quality of life impacts
  - a. Fencing nuisance / aesthetics – is it chain link – is it wooden – maintenance eyesore
  - b. Lighting nuisance / aesthetics
  - c. Noise to adjacent homeowners



**September 17, 2007  
To Board of Commissioners**

**Good evening. My name is Rita K. Spina, 12 Matchwood. I am the Vice-President of CCEC (Chatham Citizens for Effective Communities) and am offering our viewpoint on issues related to the Conditional Use Permit requested by Chatham Development for a Boat and RV Storage Facility.**

*As an interested party and one of the past 4 yrs have devel. an expertise*

**Over the past years there have been 6 requests for Boat and RV Storage Facilities in the Eastern area of Chatham County near to Jordan Lake. Five were approved, (Crossroads Marina on Farrington Rd. right on the lake, Blair & Co. Boat and RV Storage on 64, Jordan Lake Boat and Storage off John Horton Rd., American Self Storage at 64 and Mt. Gilead Rd. and George Farrell's site on North 64 near 751). One request was withdrawn by the developer. This is the sixth request for boat storage in the immediate area. Does this proposal meet Finding 2 as an essential use for the public convenience or welfare?**

**The site of this request would put this facility in the commercial/industrial area just west of 751 and the County Line and on the south side of 64. I drove these roads to look at where it would be sited, and what was presently located in the area. It appears that it would be the neighbor of John Deere Landscapes, ST Wooten and then Builders' First Source on the South and on the North close to Farrell's Storage Facility and a construction building site already ongoing on Bob Horton Rd. and 64.**

*Extra Garage Center*

PO Box 412 Pittsboro, NC 27312

**A review of Chatham Development's submittal materials leave several questions: 1) Under Description of use...boat, recreational vehicles, trailers...what are "other vehicles" referred to in the proposal ...cars, busses, trucks? 2) although there was a Traffic Report and a Soil and Erosion Report mentioned, only the Traffic Report was submitted and no written report to go along with the site maps shown. Therefore, the most significant issues for this site that are lacking at this time are those of water, waste water, stormwater control, streams, and buffers.**

**There is significant evidence of wetlands and healthy streams, not only on this property but extremely close to the storage facilities themselves, if not under these sites, but also extending into the neighboring properties surrounding the site. Buffering around these wetlands is difficult to measure but 25 ft. buffers are insignificant and insufficient for such a sensitive area. There is no delineation on the #5 or #6 maps to suggest there might be other wetlands or streams where the storage building sites are located.**

**There is a stormwater basin shown on the maps. Yet there is no description of this basin in the application. How much free board is intended with this basin? Are they planning to retain a 2 inch rainfall over a 24 hour storm period? How do they plan to discharge this stormwater? Do they plan to monitor it before discharge?**

**The issue of a water supply has been totally omitted. Will there be a restroom for the users? Are there plans to wash down the boats or other vehicles in the wash down bay? Where will this water go? How will this wastewater be treated? What about maintenance on the boats? Are there any plans to change oil on the property? What disposal methods are intended? These issues are not addressed.**

**All of the aforementioned questions need to be answered before you can determine if this proposal meets both Findings 3 and 5. Also to be considered because of the tight squeeze within the property lines itself, is the feasibility to even consider "future development" here?**

**CCEC recommends that this request be tabled until these issues can**

be fully addressed.



Respectfully submitted,

**Rita K. Spina, PhD**

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